

**THIRTY DOLLARS  
PER ANNUM.**

1973 | Hong Kong, 21 May, 1973.







10) and marked urgent, was communicated to me by Dr. Atkinson about 8 o'clock.

6.—At 9.15 a.m. Mr. Matheson personally handed over to me 12 non-commissioned officers and men of the Royal Engineers, within half an hour seven of them were withdrawn under an order from the Quartermaster General, and the remainder were distributed in the various districts. Their places were filled by men of the Rifle Brigade, who arrived soon after with the other 5 men of that Regiment.

7.—The attached schedule sets forth the disposition and duties of the whole detachment, consisting of 24 police and 21 soldiers.

8.—As regards the house-to-house visitation, care has been taken to see that a soldier in every case accompanied by a constable when searching a house. Directions have been given to confine the inspection for the present to houses of the worst class. Dwellings in the vicinity of the houses in which the riot occurred are being inspected daily. Daily reports of the number and situation of the houses visited have been called for. The Captain Superintendent of Police has been good enough to put these instructions down in orders for the guidance of the Police.

9.—The disinfection of the night soil of public latrines—a service to which the Board, especially the medical members, attach considerable importance—has been entrusted to four soldiers under the supervision of the district sanitary officers. Chloride of lime was the disinfectant used. In some cases where there has been slight opposition to this measure, I have given distinct orders that in the event of any resistance on the part of the keepers to the Board's order being maintained a prosecution is to be instituted.

10.—In the absence of any fresh cases of plague the soldiers originally detailed for the disinfection and cleansing of houses are for the present either assisting the Police in the house-to-house visitation or the District Inspectors in their respective districts.

11.—As these matters were put in hand by direction of the Captain Superintendent of Police before Captain Hastings took over Mr. Matheson's duties, I attach a copy of this report with a request that it may be transmitted to the Acting Captain Superintendent of Police as early as possible.—I have, &c.,

W. EDWARD CROW,  
Acting Assistant Secretary  
and Superintendent,  
The Secretary, Sanitary Board.

Colonial Secretary's Office,  
17th May, 1895.

Sir,—I am directed by His Excellency the Governor to acknowledge with thanks the receipt of your letter No. 102 of the 6th instant and of its enclosure, showing the arrangements which have been made for preventing the spread of the plague and for dealing with any cases that may occur, and to state that they have been circulated among the unofficial members of the Legislative Council, whose approval of the arrangements made is recorded in the enclosure of a minute by the senior unofficial member.

In accordance with the request of the unofficial members of the Legislative Council, a copy of this letter and of your report and its enclosure will be forwarded to the local press for publication.—I have, &c.,

J. H. STEWART LOCKHART,  
Colonial Secretary.

The Honorable F. A. Cooper, Director of Public Works and President of Sanitary Board.

MINUTE.

The Hon. the Colonial Secretary.

On behalf of my official colleagues, amongst whom these papers have been circulated, I wish to express our appreciation of the prompt and vigorous measures taken to control a possible invasion of the plague. As the colony in general seems to be unaware of what precautions have been adopted, we would suggest that they be communicated to the local press, as also any further steps that may from time to time be taken, so that the community may be assured that everything possible is being done to avert danger of a recurrence of the disease.

C. P. CHATER.

THE EXCHANGE OF THE RATIFICATIONS.

RUSSIAN WARSHIPS CLEARED FOR ACTION.

According to the following report on the exchange of the ratifications of the Treaty of Peace at Cheloo on the 8th instant, Russia continued the game of "bluff" up to the very last moment and even went to the length of "clearing for action," all to no purpose however, as far as the exchange of the ratifications was concerned, though with what ulterior effect, in respect to the price of "peace with honor," has not yet been made known. In connection with this, the accounts published of the exchange of ratifications of the Treaty at Cheloo yesterday afternoon were premature, and we ourselves were quite misled by the circumstantial account received from a correspondent, who must have jumped to hasty conclusions and ascribed certain saluting that went on to the conclusion of the important business then pending. Yesterday morning we received from our own correspondent at Cheloo a telegram, dated 2.30 p.m. on Wednesday, as follows:—

"The plenipotentiaries have begun the exchange of ratifications. The American Minister (Foster) applied to the Japanese for extension of the time expiring at midnight. The Russian, German and French Ministers are urging China to withhold ratification until effects given to their protest against Japanese invasion. The Japanese plenipotentiary threatened to depart from China. The Russian squadron of ten ships are clearing for action, and have landed all their arms and wooden fittings."

"This was decidedly ominous, and while we were rejoicing here at the prospect of termination of the war, matters at Cheloo were in a very critical state. It is unknown as yet how a settlement was arrived at, but apparently better counsels prevailed, which we are no doubt right in assuming came from the British Minister and Sir Robert Hart, for just at midnight the ratifications were exchanged, and that troubles of China, so far as Japan is concerned, have ceased. It yet remains to be ascertained what definite settlement has been made between Japan and Russia, and if the former has succeeded in satisfying Germany and France."

"Count Ito, the Japanese plenipotentiary, has left Cheloo for Japan in the *Yokohama Maru*, carrying with him the ratified Treaty."

THE OUTBREAK IN FORMOSA.

A copy of the *North China Daily News* received here by the *Safania* this morning contains the following interesting information respecting the present condition of affairs in Formosa. It states that the Japanese troops against their commanding officers, one of whom, a Colonel, as stated in these columns on the 27th ultimo, was shot down on the 27th.

Formosa is in anything but a state of peaceful anticipation of the coming of the Japanese, and these plucky little people will find that the greatest struggle of the whole war is yet to come. It is one thing to secure a cage of animals, but it is quite another to tame them. Eighty thousand Chinese soldiers are practically in command of the island, and the Government is with authority and is unable to exert the slightest influence. At the port of Hobe and elsewhere

the foreign officers of the Chinese Customs and the British Consul, but the foreigners and their interests centre at Tientsin (Tientsin), thirteen miles up the river, which is unfortunately also the seat of the rebellion.

At a consultation held a few days ago, the Governor informed the foreigners present, that he had lost all control of his people and that unless Foreign Powers intervened or sufficient foreign protection was provided as soon as it was officially known that the treaty had been ratified, Formosa would be thrown into a state of anarchy and rebellion that would sweep over the whole island. The mandarins of all grades would be first to fall and then a deadly war of factions would continue until the stronger had totally conquered the weaker. Therefore he was unable to offer the least protection to foreigners and property.

That the Chinese soldiers are beginning to feel their strength is evident from the rows and riots which are almost of daily occurrence. The description of the riot which occurred on the 22nd portrays well the condition of affairs. On the 20th the Governor sent his mother to Canton, and was sending her baggage along two days later, but as the soldiers were carrying it through the streets they were stopped by the inhabitants and the baggage examined. This being reported to Admiral Yang, he sent a messenger to the Governor to advise him not to send the baggage, as then, as it would probably be plundered. This man met the soldiers, carrying the baggage and ordered them back, but not appreciating such interference, the soldiers proceeded to jump on the offender and gave him a severe beating. As soon as he could escape he returned at once to the Admiral, and reported that he had been attacked while doing his duty, whereupon the Admiral with a company of his soldiers started out to investigate. As soon as they were seen approaching, the Governor's soldiers returned to the Governor's *yamen*, and closed the gates, naturally this created a great deal of excitement and a big crowd of natives gathered outside. The Colonel in command of the Governor's soldiers seems to have been on bad terms with his men, owing to his appropriating all of 8000 taels, that had been left by the Governor's mother as a gift to the soldiers on her departure; and as he made his appearance and was rash enough to give orders, he was immediately shot down dead. One of the Governor's secretaries attempted to run away conveying some treasure, as he feared the Governor's *yamen* would be looted, and received six bullets in his back for his pains. By this time a great hubbub was going on outside and the Governor's soldiers proceeded to fire on the crowd, by putting their rifles up over the wall, inclining them to what they considered the right angle and then discharging them. After about two hundred rounds had been fired, the Governor made his appearance and succeeded in quieting the mob, but not until eighteen unarmed inhabitants of the city had been killed, two severely and twenty more or less wounded. The wounded were taken to the hospital, but the Chinese doctor in charge had barricaded the doors and refused to let them in. The poor fellows were placed beside the door and were left to die, until an officer whose attention was called to it, broke in the door and forced Doctor Chow to attend to them.

At 2.30 last sight of Ockee Light, which was about on point on port quarter. The weather was then getting very foggy. I was on deck about 4.25 when the look-out man reported a junk on the starboard side, but this proved to be a rock. I starboarded one point when the look-out man reported it to be a rock, and thought I made it out to be a rock, and thought it was Pyramid Point. The weather was then getting very thick. Soon after this we sighted a land on the starboard bow and a light ahead. Then the helm was put hard starboard, and as I saw she would not clear the rocks I stopped the engines, and at the same time the ship struck. I reversed the engines, but the ship did not move. We then began to throw coals overboard out of the forehold. That hold was filling rapidly with water. At 6 o'clock there was 4 feet of water in the fore hold. I then gave orders to stop the engines and draw the fire, and seeing there was no hope of saving the ship I cleared away the boats and put the engines slow ahead to prevent her slipping off into deep water. Sent Chief officer away with three boats and part of the crew to land their effects and return to the ship, remaining on board myself with the Chief Engineer, two mess-room "boys" and the boatswain. At this time the firemen began to plunder the ship and threatened the Chief Engineer with a hatchet when he tried to get into the one remaining boat which had been kept alongside. As I could not keep the marauders off I got into the boat and pulled away after the chief officer's boat. Found the other boats close ashore, and that the natives would not allow their occupants to land. I gave orders to them to follow me and pulled towards Tongsha, where I landed at 9 p.m., the distance being from 12 to 14 miles from the scene of the wreck. The Chief Engineer visited the wreck during the afternoon and when he returned he reported that she had been rammed at length by the President and other members of the Court.

Mr. Denney:—This was your last voyage?

Witness:—I don't know. I have sent my resignation to the Company twice already, but they asked me to remain.

Mr. Denney:—Was there any fog at the time the ship struck?

Witness:—Yes, very thick fog.

Mr. Denney:—How close did that rock did you pass?

Witness:—About an eighth of a mile.

Mr. Denney:—Was it about 30 or 40 yards off?

Witness:—I think it was.

Mr. Denney:—Did the chief engineer come on deck and saw your steamer to it?

Witness:—Yes, while I was standing at the telegraph.

Mr. Denney:—Did you take any precautions for fog, in the way of slowing down or blowing the whistle?

Witness:—There was no need of that, we were going slow enough at the time.

Mr. Denney:—Did I understand you to say that you have never been to Foochow?

Witness:—Yes, this was my first voyage to Foochow.

Mr. Denney:—This is not the first time you have been to Foochow?

Witness:—Yes, the first time.

Mr. Denney:—You say you haven't sailed out of Foochow before?

Witness:—Never was in Foochow before.

Mr. Denney:—After the ship was ashore did you send up any signal rockets?

Witness:—There were none on board.

Mr. Denney:—Are you sure?

Witness:—I think there were two old ones, but we never tried them.

Mr. Denney:—After the vessel struck you could step on the rock and walk ashore?

Witness:—Yes, the first time.

Mr. Denney:—The natives walked on board from the shore?

Witness:—No, they did not.

Mr. Denney:—Was it suggested to you by any one to beach the vessel?

Witness:—Yes, by the engineer.

Mr. Denney:—Now, what do you attribute the accident to?

Witness:—To a strong current setting in on the port bow.

Walter Candler, chief mate, and J. L. Deacon, chief engineer, also gave evidence, and were cross-examined at considerable length, as to which the Court rendered the following

FINDING:—

We find that the steamer *Pekin*, official number 95,860, of Hongkong, of which George Parker was master, left Foochow on a voyage to Amoy at 5 p.m. on May 2nd. She was a vessel of 118 tons register, and 40 horse-power, having one certificated deck officer besides the master, and one engineer holding a first class engineer's certificate.

That Turnabout was passed at 8 p.m. that evening, and that Ockee Light was sighted at 1.30 the next morning, two miles distant, bearing east by south (magnetic). That about 4.30 on the morning of the 3rd the vessel went on shore on the southern point of Machin Sand, and that she was afterwards abandoned.

The cause which led to the casualty, which found the ship ten miles out of her course in less than four hours, was not made very apparent by the evidence, but the navigation was conducted in a somewhat loose manner, and the whole question appears to be whether the error of the compass was known and properly applied?

There is no evidence of the last occasion on which the error was determined, nor anything reliable to show that its amount and direction were even sufficiently known for the purpose of safe navigation.

The weather was fine, though probably foggy, and prudence should have suggested a slower speed when the weather became thick, as also the use of the lead. This latter precaution, if adopted, would have shown at once that the ship was not making good her intended course. The whole matter, however, was employed, one of the wheel men on the other on the look-out, and then there was no one left for the additional precaution.

The Court are of opinion that the master was guilty of a wrongful act or default in navigating his vessel in an unseamanlike and careless manner, and it therefore directs that his certificate No. 85,660 (Bellis) be suspended for a period of 6 months from this date.

(Sgd.) R. MURRAY REMSEY, R.N., President.

F. H. LOCKE, Capt. Vice.

EDWARD PORTER, Capt. Braemar.

SHIPPING AND MAIL NEWS.

MAILS DUE:

English (Ravenna) 17th inst.

Indian (Arcton) 17th inst.

Tacoma (Sikh) 18th inst.

American (Cottis) 21st inst.

Australian (Catharine) 25th inst.

American (City of Rio de Janeiro) 31st inst.

We are informed by the Agents (Messrs. Gibb, Livingston & Co.) that the E. & A. S. S. Co. steamer *Catharine* left Port Darwin yesterday for this port, via Timor, and is due here on or about the 25th inst.

The P. & O. S. S. Co. steamer *City of Peking*, with mail, &c., which left Hongkong on April 18th for San Francisco, via Yokohama, arrived at Kobe, Japan, on 8th inst., and is expected to arrive at Hongkong on the 12th inst.

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## Hotels.

## RAFFLES HOTEL, SINGAPORE.

PATRONIZED BY ROYALTY, NOBILITY AND DISTINGUISHED PERSONAGES, including—

H. R. H. Prince Damrong.  
H. R. H. Prince Sevasat.  
His Grace The Duke of Newcastle.  
The Right Hon'ble The Earl of Dysart.  
Lord and Lady Braye.  
Lord Darnley.  
Lord Cecil.  
Lord Valentia.

Major-General Sir Henry Collett, K.C.B.  
Sir John James William Henry Spencer.  
Sir Edmund Hill.  
Brigadier-General Gostli, C.B.  
Baron Herman.  
Baron Wendelstradt.  
Baron Bussler.  
Sir Somers Vane.  
Count S. Tellico.  
Count Spee.

The Late Sir Elliott Bovill, Chief Justice, R.S.  
The Hon'ble Lionel Cox, Chief Justice, S.S.  
Major-General Sir Charles Warren, G.C.M.G., K.C.B., R.E.  
Major-General General Vaughan Jones.  
His Excellency Major-General Van der Stede, Commanding the Troops, S.S.  
Officers of H. M. Army and Navy.

This FIRST-CLASS HOTEL, which has just been enlarged by 30 additional suites, is facing and commanding an extensive view of the Harbour, close to the Public Offices, Mercantile Quarters and the Esplanade. It consists of SITTING-ROOM, BED-ROOM, DRESSING-ROOM with PRIVATE BATH-ROOM attached. No expense has been spared by us to meet the requirements and demands of the Public and every comfort is guaranteed. There is a LADIES WAITING and DRESSING-ROOM, fitted with all requisites.

BRANCHES—  
RAFFLES TIFFIN & BILLIARD ROOMS, Singapore.  
EASTERN & ORIENTAL HOTEL, Penang.  
SEA VIEW HOTEL, Penang.  
SARKIES BROTHERS, Proprietors.  
Singapore, 1st January, 1895. [55]

## PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,350 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands a magnificent view of the Harbour and mainland of China.

SPECIAL SUMMER RATES, (FROM APRIL 1ST TO OCTOBER 31ST).  
One person, per day.....\$ 4.00  
One person, per month.....\$ 75.00  
Married couple (occupying one room) per day.....7.00  
Married couple (occupying one room) per month.....150.00  
Married couple (occupying two rooms) per month.....170.00  
For further particulars, apply to THE MANAGER, New Victoria Hotel, Hongkong, 16th March, 1895. [26]

## FUJIYA HOTEL,

MIYANOSHITA, HAKONE.

Four and a half hours from Yokohama.  
FIRST-CLASS ACCOMMODATION.  
NATURAL HOT SPRINGS.

THE ELECTRIC LIGHT IN ALL THE BUILDINGS.  
TWO ENGLISH BILLIARD TABLES.  
EXCELLENT CUISINE.

SPECIAL RATES MADE FOR A PROLONGED STAY.  
S. N. YAMAGUCHI, Proprietor.

THOMAS' GRILL ROOMS, No. 4, QUEEN'S ROAD CENTRAL.

I AM happy to inform my PATRONS that in connection with the GRILL ROOM, I have secured the first FLOOR-regularly occupied by the CHINA FIRE INSURANCE COMPANY (above the present GRILL ROOM) and have fitted it up for

LADIES' DINING ROOMS, with all conveniences attached. I am also now prepared to receive

DINNERS, TIFINS AND SUPPERS to Parties when Ordered distinct from the ordinary GRILL ROOM.

DAILY NEWSPAPERS AND PERIODICALS.  
W. THOMAS, Proprietor.  
Hongkong, 30th April, 1895. [58]

## BAY VIEW HOTEL.

THE "RAMSGATE" OF HONGKONG, (On Shaw-Han Road).

THE POPULAR SUMMER RESORT, and TERMINUS of the only pleasant DRIVE to be had on the Island. "BAY VIEW" occupies the best situation on the Shaw-Han Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.

To the other attractions of this popular resort "BATHING PAVILIONS" have been added, and a LAUNCH runs from the NEW PEDDERS WHARF to BAY VIEW every half-hour after 5 P.M. daily. Private Dinners or Tifins prepared in First-class style on the shortest notice, and Meals can be served at all hours.

Hongkong, 15th August, 1894. [19]

## WINDSOR HOTEL,

HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CON-NAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers. It is in charge of experienced Attendants. Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM, Proprietor & Manager.  
Hongkong, 2nd April, 1895. [420]

## Intimations.

## UNDOUBTEDLY! CHAMPAGNE BITTERS AND BOVRIL ARE

## PRE-EMINENT!

AS A

## PICK-ME-UP.

WATKINS &amp; CO.,

APOTHECARIES' HALL, 64, Queen's Road Central, Hongkong.

## Masonic.

## PERSEVERANCE LODGE OF

HONGKONG, No. 1165, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, on THURSDAY, the 16th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited.  
Hongkong, 9th May, 1895. [620]

## Masonic.

VICTORIA PRECEPTORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY and PRIORY will be held in the FREEMASONS' HALL, Zealand Street, on MONDAY, the 20th instant, at 8.30 for 9 p.m. precisely. Visiting Knights are cordially invited to attend.  
Hongkong, 10th May, 1895. [626]

## Auctions.

PUBLIC AUCTION.

MR. J. M. ARMSTRONG has received instructions from the MORTGAGEE to Sell by PUBLIC AUCTION, ON

FRIDAY AND SATURDAY, the 17th and 18th day of May, 1895, at 2.30 o'clock in the Afternoon at the Premises

THE FOLLOWING LEASEHOLD PROPERTIES, Situate at Victoria, Hongkong, in Lots.  
Lot 1.—SECTION A of MARINE LOT No. 214 with the message thereon No. 86, Wing Lok Street.

ANNUAL CROWN RENT \$12.34.  
Lot 2.—ALL the VENDOR'S right benefit interest and advantage in the Southern moiety of the Reclamation of Marine Lot No. 214 subject to the payment of \$3,350 and all their monies (if any) now or hereafter to become due or payable in respect of the said Reclamation.

Lot 3.—SECTION D of MARINE LOT No. 108 with the message thereon No. 225, Praya West.

ANNUAL CROWN RENT \$19.00.  
Lot 4.—ALL the VENDOR'S right benefit interest and advantage of and in the Reclamation or Extension Seawards in front of Section D of Marine Lot No. 108 subject to the payment of the instalments and all other monies (if any) now or hereafter to become due or payable in respect thereof.

Lot 5.—SECTION I of MARINE LOT No. 108 with the message thereon No. 6, Sai On Lane.

ANNUAL CROWN RENT \$37.  
Lot 6.—SECTION E of MARINE LOT No. 109 with the message thereon No. 214, Praya West.

ANNUAL CROWN RENT \$23.  
Lot 7.—ALL the VENDOR'S right benefit interest and advantage of and in the Reclamation or Extension Seawards in front of Section E of Marine Lot No. 109 subject to the payment of the instalments and all other monies (if any) now or hereafter to become due or payable in respect thereof.

Lot 8.—SECTION M of MARINE LOT No. 109 with the message thereon Nos. 377 and 379, Queen's Road West.

ANNUAL CROWN RENT \$15.  
The above LOTS are Sold subject to existing Tenancies.

For Further Particulars and Conditions of Sale, apply to C. EWENS, Solicitor for the Mortgagee.

J. M. ARMSTRONG, the Auctioneer.  
Hongkong, 6th May, 1895. [543]

## PUBLIC AUCTION.

MR. J. M. ARMSTRONG has received instructions from the MORTGAGEE to Sell by PUBLIC AUCTION, ON

FRIDAY AND SATURDAY, the 17th and 18th day of May, 1895, at 2.30 o'clock in the Afternoon at the Premises

THE FOLLOWING LEASEHOLD PROPERTIES, Situate at Victoria, Hongkong, in Lots.  
Lot 1.—SUB-SECTION 2 of SECTION B of INLAND LOT No. 5 with the message thereon No. 320, Queen's Road Central.

Lot 2.—SECTION B of INLAND LOT No. 5A with the message thereon No. 232, Queen's Road Central.

ANNUAL CROWN RENT \$3.15.  
Lot 3 & 4.—SECTION G of MARINE LOT No. 109 with the messages thereon Nos. 215 and 217, Praya West.

ANNUAL CROWN RENT \$43.  
Lot 5.—ALL the VENDOR'S right benefit interest and advantage of and in the Reclamation or Extension Seawards in front of Section G of Marine Lot No. 109 subject to the payment of the instalments and all other monies (if any) now or hereafter to become due and payable in respect of the Praya Reclamation.

Lot 6.—SECTION O of MARINE LOT No. 109 with the message thereon No. 383, Queen's Road West.

ANNUAL CROWN RENT \$7.50.  
Lot 7.—REMAINING PORTION of MARINE LOT No. 109 with the message No. 4, Sai Wo Lane.

ANNUAL CROWN RENT \$7.50.  
The above Properties are Sold subject to existing Tenancies.

For Further Particulars and Conditions of Sale, apply to C. EWENS, Solicitor for the Mortgagee, or to J. M. ARMSTRONG, the Auctioneer.  
Hongkong, 6th May, 1895. [544]

## Amusements.

## GRAND CAFE CHANTANT.

Under the Distinguished Patronage of

H.E. the Governor Sir W. ROBINSON, K.C.B., K.C.M.G.  
H.E. Major-General BLACK, C.B., and  
Commodore G. H. BOYES, R.N.

GLEES, PART SONGS AND SOLOS by most of the LEADING AMATEURS in the COLONY.

ST. ANDREW'S HALL (CITY HALL) ON THURSDAY, 16th May, 1895, at 9 P.M.

IN AID OF THE KOWLOON SOLDIERS' AND SAILORS' INSTITUTE BUILDING FUND.

Conductor.....Mr. G. LAMBERT.  
Accompanist.....Mr. F. WAYMOUTH, R.N.

ADMISSION—\$1.  
(Including Tea, Coffee, Ice, &c.)  
TICKETS at Messrs. KELLY & WALKER, Ltd.  
Hongkong, 10th May, 1895. [638]

## For Sale.

NOTICE

THE Undersigned has been Appointed Sole Agent for WOOD & Co.'s well known COW BRAND of Finest AUSTRALIAN TABLE BUTTER, in 5th. Tins. Fresh Stocks always on hand. Special Terms to the Trade.

GEO. P. LAMBERT, Duddell Street.  
Hongkong, 20th April, 1895. [506]

## MELLIN'S FOOD

IS recommended by the highest Medical Authorities as the BEST FOOD for INFANTS and INVALIDS.

KAY & Co., Sole Agents, 26, Hollywood Road.  
Hongkong, 2nd May, 1895. [502]

## THE FREDERICKSBURG BREWERY CO.'S LIGHT PALE ALE,

Unsurpassed in quality and highly recommended by persons of Refined Taste.

It is a delicious and comforting drink during Summer Months.

H. E. BOTTLEWALLA, Sole Agent, No. 2, D'Aguiar Street.  
Hongkong, 5th March, 1895. [197]



## CALDBECK, MACGREGOR &amp; Co.,

WINE AND SPIRIT MERCHANTS.

HONGKONG, SHANGHAI, LONDON AND GLASGOW.  
25, Queen's Road, Hongkong, 24th August, 1894. [104]

## FOR SALE.

JAPAN HAND-MADE PAPERS.

JAPAN PRINTING PAPERS.

JAPAN COPYING PAPERS.

JAPAN WALL PAPERS.

PRICES VERY MODERATE.

ORDERS respectfully solicited by the Undersigned.

MIYUJI RUSSIAN KAJIHA, 8, Queen's Road Central, Hongkong, 1st January, 1895. [50]

## CHS. J. GAUPP &amp; CO.

CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.

NAUTICAL INSTRUMENTS, Sole Agents for Hong Kong, Canton, and Shanghai, the highest quality at every Exhibition, and for the Volga and the Baltic.

CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES, No. 8, Queen's Road Central, Hongkong, 1st January, 1895. [100]

## G. FALCONER &amp; CO.

WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS, NAUTICAL INSTRUMENTS, CHARTS and BOOKS, No. 21, Queen's Road Central, Hongkong, 1st January, 1895. [101]

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN.....Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 22nd May.  
EMPEROR OF CHINA.....Comdr. R. Archibald, R.N.R.....WEDNESDAY, 22nd June.  
EMPEROR OF INDIA.....Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 3rd July.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, \$100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pudding Street, Hongkong, 1st May, 1895. [3]

## U. S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Peru (via Nagasaki, Kobe, Inland Sea, and Yokohama).....Saturday, 18th May, at Noon.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, and Yokohama).....Saturday, 8th June, at Noon.

City of Peking (via Nagasaki, Kobe, Inland Sea, and Yokohama).....Friday, 28th June, at Noon.

THE U. S. Mail Steamship "PERU" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA on SATURDAY, the 18th May, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic Lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, and the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rates.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officers in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's, and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 30th April, 1895.

## F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR HARTMANN'S PATENT GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DARTMOUTH PATENT MOTOR LAUNCHES, &c., &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.  
Hongkong, 14th July, 1894. [100]

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Nagasaki, Kobe, Inland Sea, and Yokohama & Honolulu).....Tuesday, 28th May, at Noon.

Gaelic (via Nagasaki, Kobe, Inland Sea, and Yokohama & Honolulu).....Tuesday, 18th June, at Noon.

Belgic (via Nagasaki, Kobe, Inland Sea, and Yokohama & Honolulu).....Saturday, 30th July, at Noon.

THE Steamship "COPTIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU on TUESDAY, the 28th May, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic Lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China, and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), within one year, will be allowed a discount of 10 per cent.—This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 9th May, 1895.

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID

THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 4th March, 1895.

## Mails.

## NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Tacoma.....Saturday.....May 18th.  
Strathmore.....Tuesday.....June 4th.  
Evandale.....Tuesday.....June 25th.  
Victoria.....Tuesday.....July 16th.  
Tacoma.....Tuesday.....August 6th.

THE Steamship "TACOMA," Captain R. Crawford, sailing at Noon, on SATURDAY, the 18th May, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBE & YOKOHAMA. Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARLILL & Co., Agents, Hongkong, 6th May, 1895. [4]

## NORDEUTSCHER LOYD.

NOTICE.

STEAM TO SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.